Table 5. PAD District 1 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, July 2023 (Thousand Barrels)

(Thousand Barrels)									Diemogiaire				
	Supply							Disposition				-	
Commodity	Field Production	Transfers to Crude Oil Supply	Biofuels Plant Net Production	Refinery and Blender Net Production	Impor- ts (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks	
Crude Oil	2,065	3,552			17,262	1,556	-3,587	303	20,546	0	0	7,796	
Hydrocarbon Gas Liquids	22,111	-2,212	-9	752	618	798		2,874	201	9,013	9,970	11,139	
Natural Gas Liquids	22,111	-2,212	-9	664	341	476		2,887	201	9,013	9,270	11,081	
Ethane	9,457			_	_	-5,499		-187		2,424	1,721	1,032	
Propane				350	268	5,266		3,198		4,697	5,207	7,759	
Normal Butane			_	357	69	976		-68	36	1,854	1,801	1,905	
Isobutane	957	 -2,212	- -9	-43	4	-261 -6		-5 -51	121 44	38	540		
Natural Gasoline Refinery Olefins		-2,212	-9	88	277	322		-13			700		
Ethylene				1	211	522		-13			1	- 30	
Propylene				88	277	322		-17			704	53	
Normal Butylene				-2		-		0			-2		
Isobutylene				1	-	-		4			-3		
Other Liquids		-1,340 	557		20,924 337	65,081 9,685	8,247 512	- 671 -77	93,237 10,693	577 150	326 326		
Hydrogen					-	J,005	98		10,000	-	0		
Biofuels (including Fuel Ethanol)			557		337	9,685	414	-77	10,595	150		1	
Fuel Ethanol ⁶			383		_	9,618	414	21	10,248	147	0	7,100	
Biofuels (excluding Fuel Ethanol) ⁷			174		337	67		-98	347	3	326	1,415	
Other Hydrocarbons					-	_	-	_	_	-	_	_	
Unfinished Oils		-1,340			2,538	-19		-569	1,731	17	-	-,	
Motor Gasoline Blend.Comp. (MGBC)			_		18,049	55,415	7,735	-25	80,813	411	0	- ,	
Reformulated			_		4,468	11,533	619	1,000	15,619	1	0	,	
Conventional Aviation Gasoline Blend. Comp					13,581	43,882	7,115 	-1,025 	65,194	409	0	34,264	
Aviation dasonne biena. Comp					_	_			_	_	_	_	
Finished Petroleum Products			1	113,863	8,747	42,883	-8,149	1,454		1,466	154,425	60,299	
Finished Motor Gasoline			_	100,941	2,319	1,818	-8,149	-243		167	97,005	2,525	
Reformulated			_	36,542	_	_	-1,432	-1		_	35,111	3	
Conventional			_	64,399	2,319	1,818	-6,717	-242		167	61,894	2,522	
Finished Aviation Gasoline				-	44	38		6		_	76		
Kerosene-Type Jet Fuel			_	2,644	1,242	16,235		-316		21	20,416		
Kerosene Distillate Fuel Oil ⁶			_	235 6,025	2,715	23,060		99 2,762		2 648	134 28,391	644 29,947	
15 ppm sulfur and under			1	6,023	2,713	22,829		2,750		635	28,251	28,524	
Greater than 15 to 500 ppm sulfur				17	2,714	22,029		22,730		13			
Greater than 500 ppm sulfur			_	-84	_	231		-10		0		889	
Residual Fuel Oil				956	828	_		-602		6			
Less than 0.31 percent sulfur				6	-	_		-87		NA	NA	620	
0.31 to 1.00 percent sulfur				660	46	-		-116		NA		1,493	
Greater than 1.00 percent sulfur				290	782	-		-399		NA		3,978	
Petrochemical Feedstocks				12	2	-		5		_	9		
Naphtha for Petro. Feed. Use				- 10	2	_		_		_	2		
Other Oils for Petro. Feed. Use Special Naphthas				12 14	63	_		0		_	77		
Lubricants				315	128	425		25		149			
Waxes				14	103	-		-14		64		351	
Petroleum Coke				506	1	262		_		299			
Marketable				198	1	262		_		299	162	-	
Catalyst				308				_			308		
Asphalt and Road Oil				1,234	1,302	1,045		-271		98	,		
Still Gas				897				_			897		
Miscellaneous Products	04 176		 E40	70	47.554	110.010	2 490	3 000	112 004	12			
Total	24,176	0	548	114,615	47,551	110,319	-3,489	3,960	113,984	11,056	104,721	145,729	

⁼ Not Applicable.

⁼ No Data Reported = Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for hydrogen, motor gasoline blending components, and fuel ethanol. See Appendix B,

⁴ A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

Product supplied is equal to field production, plus transfers to crude oil supply, plus biofuels plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

Excludes stocks located in the "Northeast Heating Oil Pagaga" "Madded to the control of the con

Excludes stocks located in the "Northeast Heating Oil Reserve", "Northeast Regional Refined Petroleum Product Reservo", and "State of New York's Strategic Fuels Reserve Program". For details see Appendix

⁷ Includes biodiesel, renewable diesel fuel, renewable heating oil, renewable jet fuel, renewable naphtha and gasoline, and other biofuels and biointermediates.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Data source: Energy Information Administration (EIA) Forms EIA-810, "Monthly Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Report of Biofuels, Fuels from Non-Biogenit Wastes, Fuel Oxygenates, Isooctane, and Isooctene." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.